

# BRAVE MEN GUARD WASHINGTON'S SAFETY FROM SCOURGE OF FIRE

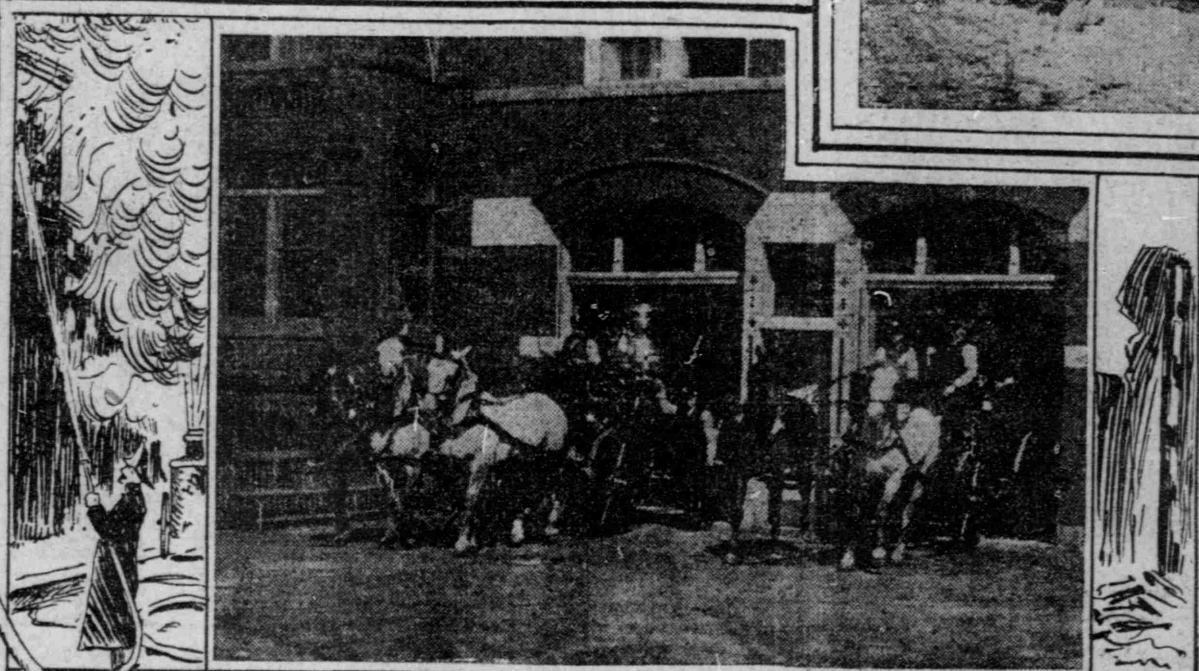
District Fire Department Acquits Itself With Honor at the Baltimore Holocaust—Commendation From Officials of the Afflicted Sister City, and From Owners of Saved and Destroyed Property

Local Men Carried the Largest Comparative Force to Fight the Flames. The Largest Streams From Their Hose—Approval of District Authorities—Penalties Remitted and Further Reward Promised

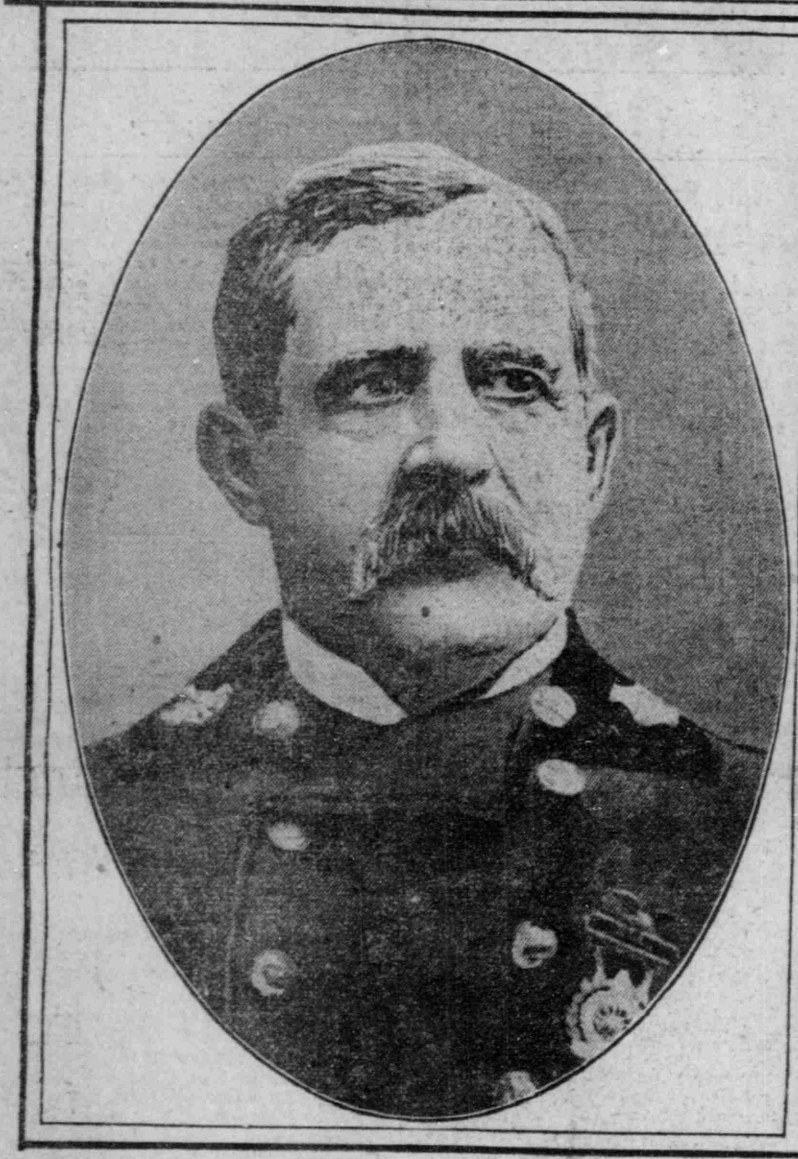
ON THE WAY TO THE RAILWAY STATION.

ANSWERING THE CALL TO BALTIMORE.

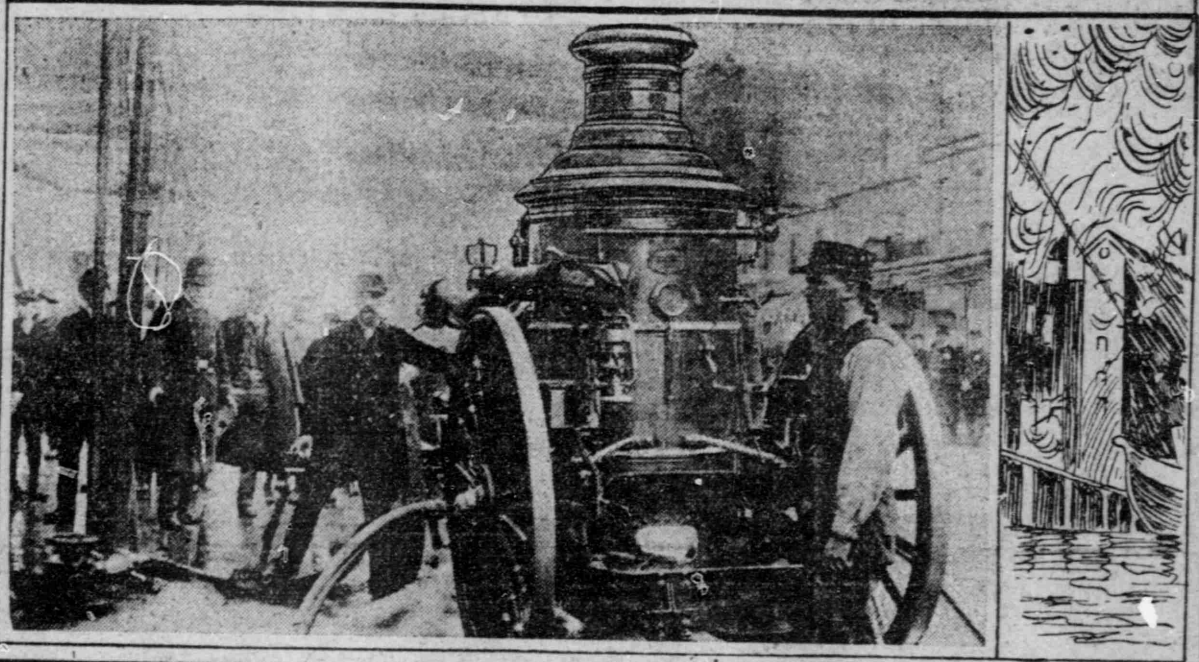
NO. 8'S BIG ENGINE.



Fire Marshal Bieber Hurrying to the Front.



Fire Chief W. T. Belt.



Firing Up Fire Engine No. 2.

## FIREMEN OF THE DISTRICT WHO WENT TO ASSISTANCE OF FIRE-SWEPT BALTIMORE

Fire Chief:  
W. T. Belt.

Assistant Chief:  
J. Keliber.

Fire Marshal:  
Sidney Bieber.

R. J. Griffin.

F. Donnelly.

Marshal's Staff:  
Percy Lowe.

Fire Engine Company No. 2.	Fire Engine Company No. 3.	Fire Engine Company No. 6.	Fire Engine Company No. 7.	Fire Engine Company No. 8.
Foreman: J. Carrington.	Foreman: C. B. Proctor.	Foreman: W. F. Lanahan.	Foreman: P. J. Hoolihan.	Foreman: C. R. Kuhns.
Assistant Foreman: S. McLane.	Assistant Foreman: W. J. Seitz.	Engineer: J. Reynolds.	Assistant Foreman: G. S. Helff.	Assistant Foreman: J. H. Virstein.
Engineer: J. F. O'Connor.	Engineer: J. Gaghan.	Fireman: C. W. Buehler.	Engineer: P. J. Carroll.	Engineer: W. Ricks.
Fireman: R. I. Williams.	Fireman: J. D. Sullivan.	Driver: J. A. Sullivan.	Fireman: C. H. Barnes.	Fireman: S. B. D. Rollins.
Driver: Al Eastman.	Driver: F. C. Long.	Privates: H. F. McConnell.	Driver: E. F. Sugru.	Driver: G. S. Boyd.
Privates: C. W. Sears.	Privates: W. T. Coulter.	Privates: F. Hellmuth.	Privates: G. Kennon.	Privates: H. W. Fletcher.
Privates: W. H. Mileher.	Privates: R. Dickson.	Privates: A. Nelan.	Privates: D. Walsh.	Privates: J. T. Young.
Privates: T. Boucher.	Privates: E. P. Collins.	Privates: J. Reeth.	Privates: F. J. Nesline.	Privates: Thos. Buckley.
Privates: B. Weaver.	Privates: F. W. Brown.	Privates: R. Hayes.	Privates: J. Mowatt.	Privates: C. L. Platz.
Privates: E. Hunt.	Privates: M. W. Murphy.	Privates: L. D. Donelson.	Privates: A. L. Hancock.	Privates: J. W. McDonald.
Privates: D. O'Connor.	Privates: W. A. Clark.	Privates: G. A. Fentriss.	Privates: R. C. Costello.	Privates: H. Lushy.
Privates: Frank Clemens.	Privates: W. B. Linkins.	Privates: H. Burns.	Privates: Watchman: R. L. Ball.	Privates: Watchman: C. E. Keefe.

### Details From Other Companies.

Truck F.	Truck A.	Truck B.	Engine No. 11.	Engine No. 12.
C. C. McKay.	J. Marker.	J. McCarthy.	R. A. Galpin.	George Sauer.
F. D. Gibbs.	P. H. Buehler.		A. H. Waters.	G. N. Browning.
Engine No. 14.	Truck E.	Truck C.		Substitute Fireman: Richard Smith.
R. S. Roach.	C. H. Ward.	D. N. Davis.		
O. E. Pointer.		G. H. Moran.		

we would get well settled in one place we would have to hook up and move back two or three squares before we could go to work again.

"We kept our horses right at the engines, and whenever we had to move we just piled the hose on the reel any way we could, without trying to spool it, and hustled off to the next stopping place. The horses behaved beautifully. Sometimes they would get a little frightened, but most of the time they were easy to control.

"None of the boys with No. 2 got hurt seriously, but nearly all of us got well blistered and burned. Some of us got hit on the head by falling bricks. "I never saw anything to equal the fire in all my life. We would be standing on one of those narrow little streets, when all of a sudden the fire would rush out of a fourth story window, across the street and go into a top window on the other side. In less time than it takes to tell it the roof of the house would be gone.

"Everybody was as good to us as possible. We never suffered for food or anything the whole time we were there."

#### Lively Experiences.

Chief Belt and Marshal Bieber had many lively experiences while they were working with their men. Chief Belt started over wearing his famous tan shoes, which he claimed could turn water as well as rubber boots. "You'd better let me get you some boots, Chief," said his assistant, Griffin, as they left the office together on Sunday.

fin, as they left the office together on Sunday.

"Oh, no," said the Chief. "These will stand me all right."

Before the Chief had gone very far his shoes got full of water and he had to get a pair of boots. It was a very short time only before he had worn out his new boots, and when he came back to Washington he had worn out two more pairs, running around on the bricks and stones.

Marshal Bieber went to Baltimore wearing a brand-new overcoat. When he saw how things were going he took his coat to his brother-in-law in the "Herald" building and asked him to keep it for him. The fire was then six blocks away from the Herald.

A little later Bieber thought the flames would go that way, so he sent a man up to look after his coat. Before the man could get there the "Herald" building was burned up.

#### The Most Effective Streams.

"It beat anything you ever saw," says J. G. Griffin, in speaking of his experiences. "The Washington engines worked beautifully all through. The streams they threw were larger than any others and seemed more effective. "Every now and then we would get orders to move back out of range of the fire. Then we would have to go four blocks away before we could get set to meet the flames.

"At first, throwing water on that fire did about as much good as throwing as much gasoline on it.

"We took our final stand just where the fire was stopped. There was a new building standing there, and we bent all our efforts to save it, which we did. "The owner was standing by. When we saw the fire was turned and not coming our way, he said:

"You Washington boys did that. You saved my building and I intend to rename it, the 'Belt Building,' so people will know that it was due to Chief Belt and his men that it is standing."

#### Firemen Went to Sleep.

"When we were running back from the fire at one time a man said to us, 'There is a Baltimore fireman in that building. He went in and sat down and I can't get him out. You'd better go in after him.' "We went in, and there was this fireman, sound asleep in a chair. We picked him up and brought him out. No sooner had we run fifty yards farther than the whole building was brought him out of was in flames.

"Just as we passed a bank, we saw several of the officials loading mahogany desks and leather covered furniture on a wagon. While we were passing, the wagon caught fire. The driver begged Chief Belt to put it out, but the situation was such that we could not get at it. The driver had all he could do to get his horse unhitched in time to save him."

## HIGH PRICES FOR WHALEBONE

WHALEBONE is bringing a higher price at the present time than ever before—with one exception.

The local result of the whalebone shortage is to compel some of the smaller firms who cut whalebone to shut down their shops, a state of affairs that will last for nearly twelve months, as the next catch will not be available until November.

Whalebone of the best quality comes from the upper jaw of the Arctic whale. The jaw of an ordinary sized whale will produce from 1,000 to 1,200 pounds of bone, though occasionally from a big bull's jaw the whalers will cut 3,000 pounds. The whales caught off Japan and around Cape Horn are of an inferior quality, the bone from them only being worth \$1 to \$1.50 a pound. A few New Bedford whalers go north to the Hudson Bay grounds, but the bone that comes from the whales caught there is of an even poorer quality than those of the South Atlantic.

Up to 1850 whalebone practically was thrown away by whalers, but since that date it has been rising steadily in value until the season of 1891-1892, when the highest price ever obtained, \$7 a pound, was reached. Since that season the yearly catches have been growing smaller and smaller until this year, which is the worst on record.

Whalebone is used entirely for corsets, women's dresses and in high-class tailoring work generally, and the shortage of the genuine article has flooded the market with numerous substitutes made from eelbone, rubber, sawdust, and even steel. The best substitute, however, is made of turkey quills slit into strips and woven into a tape.

RAISE for the Washington fire fighters—who went to the aid of fire-swept Baltimore has poured in from every source.

The appreciation of the mayor of Baltimore and of other Monumental City officials has been fully expressed.

The Commissioners of the District have thought so well of the men that all penalties, for whatsoever misdemeanor, incurred prior to the fire, have been remitted and further reward promised.

Individual commendation has testified to the untiring energy, the fearless disregard of danger, and indifference to personal comfort of the Washington contingent.

Fire Chief William T. Belt is pleased with the record made by his men at the fire. The chief himself did forty hours' continuous duty. At one time he had entire charge of the battle against the raging flames.

He started out of his office Sunday afternoon thinking he had only a few hours' work ahead of him. He met the requirement of the unexpected situation as though thoroughly informed in advance of what was in store, and was meeting the fire under favorable conditions, instead of the most adverse.

#### All Aided in Making Record.

The rest of the Fire Department of the District of Columbia made a record fit to stand by that of Chief Belt. Their record will stand for all time as a monument to the courage and heroism of Washington firemen.

So pleased was the chief with his men that he forwarded to the Commissioners, as soon as he got back to Washington, a recommendation to remit the punishment of those firemen who were in difficulty and who did duty at Baltimore.

There were several of the men who went over who were doing extra duty and whose furloughs had been taken away from them. Their reward for heroic work will be a clean slate.

"There is no use talking," said Chief Belt, "our men did well. Washington struck by Baltimore just as Baltimore would strike by Washington in such a case."

"There have been criticisms of the Baltimore fire department for allowing the fire to get such headway that it could not be controlled. I think they are wholly unjust.

#### A Lifetime's Experience.

"In all my forty-odd years' experience in fighting fire I have never seen anything to approach that fire. Engines and water were powerless before it. All we could hope to do was to turn it a little and aid the wind in driving it to a point in the city where it would burn itself out.

"We stuck with the fire from start to finish. We went into it at Fayette Street and McClelland Alley and we finished on the east side of Jones Falls. During that time I moved my men over twenty times.

"And there was where we were at a disadvantage from the very first. We were in a strange city and did not know the location of the fire plugs. Here in Washington I can put my finger on any fire plug in the city. Whenever I get in any neighborhood I know just where to order the engines.

"In Baltimore it was different. Whenever we had to make a move I had to send men ahead to locate the plugs for us.

"We had plenty of water in a good volume and the pressure was strong. Every now and then we would think we had a good stand, but in a little while the fire would drive us away and we would have to run for all we were worth.

#### Did More Than Our Share.

"Another thing that has not been commented on strikes me as being worthy of notice. That is the proportion of its total number of fire pieces Washington sent to Baltimore. Out of fourteen fire pieces, we sent five, which is more than one-third, and I think no one can find fault with that.

"Philadelphia sent seven out of about forty, I think, and New York sent eleven out of more than a hundred. "Our boys did well over there, and I was proud of them."

"We had a hot time of it," said Fireman Williams, of No. 2. "As fast as